

rock. Boats crossed line on starboard tack.

12:05 p. m.—A few of the steam yachts can be seen heading in toward Seabright, which indicates that yachts have turned about on the port tack. They cannot be seen from here.

12:13 p. m.—The two racers can be seen in misty outline heading in toward Seabright. They are so close together that it looks as though there has been comparatively little difference in their relative speed. One boat is a little piece to weather of the other.

12:24 p. m.—While it is impossible to state the exact difference between the boats, it is evident that both yachts are displaying equal drifting ability. The racers are working along on the port tack in toward a point below Seabright. There is hardly wind enough off shore to fill a bucket.

12:40 p. m.—By a careful comparison of the size of rigs on the yachts, it looks as if the Reliance had worked out some to weather of the Shamrock, and was leading probably about a minute. It is still intensely hazy off shore, and with a curtain of mist intervening, accurate observation is impossible.

12:45 p. m.—Shamrock went about to starboard and was followed a minute later by Reliance. It can be definitely stated at this time that Reliance is leading.

12:50 p. m.—Both boats were brought about on port tack and headed in toward a point just north of Long Branch. The Reliance was slowly, but nevertheless surely, pulling away from the challenger, and was footing just a bit faster.

1:17 p. m.—The yachts are still hanging on a port board inshore and Reliance has worked out a few yards still further to weather of the challenger. In weather like today, though, any favoring slant of wind may turn the tables, but so far as can be seen whenever conditions favored both alike, the American boat showed to best advantage in both pointing and footing.

Once around the outer mark the Reliance, on account of her enormous sail plan, should be able to scout rapidly away from Shamrock. Designer Pite built Shamrock to go to windward very fast in light air, and he had this idea in view when the challenger was built; but if today's race proves anything it demonstrated that Herreshoff beat the Englishman at his own game.

The greatest fears expressed by the admirers of Reliance were based on the doubt that she might not go well in the light air to windward. These fears were dispelled within the first hour of sailing.

1:25 p. m.—Both yachts were brought about to starboard tack, and headed down along the shore. Reliance about one-quarter of a mile to windward of the challenger.

1:39 p. m.—The boats are standing on the starboard tack, with Reliance increasing lead constantly. The yachts are within five miles of the outer mark, and the wind is hauling into the westward.

1:55 p. m.—The wind is dead flat off shore down off Long Branch and the yachts are making slow time. A smart northerly, though, is blowing off Highland Beach, which may soon reach the racers.

2:04 p. m.—The haze has shut in thick to the southward, making it impossible to see the yachts from this point. When last seen, however, Reliance had a comfortable lead and the only light she had to make was with the time limit.

2:10 p. m.—The wind headed Shamrock off her course so that she stood out to the eastward. This freak of wind gave Reliance a greater lead. The Reliance is about two miles from the outer mark.

LIPTON AND ISELIN FULL OF CONFIDENCE

Stirring Scenes Aboard Defender and Challenger.

HIGHLANDS, Aug. 20.—Old England, today stretched out her hand across the seas for the thirteenth time in half a century to lift the America's Cup when Sir Thomas Lipton's challenger, Shamrock III, sailed against the American defender, Reliance, over the Sandy Hook course in a fifteen mile race to windward and return. Twice the Irish knight has sailed his challengers to America's shores to take back the "bottomless cup," won by the schooner America over fifty years ago, off Cowes, England, and twice has Sir Thomas sailed his challenger back again, empty handed, but with the good-will of his American cousins.

The race today, the first of a series of five contests, marks the third trial of the Irish baronet to win the cup, and he brought to the starting line the finest design and product of an English ninety-foot racing sloop. Shamrock III was fashioned by Will Pite, Jr. Sir Thomas is confident of victory. No man could have been in a more hopeful frame of mind than he this morning when he surveyed the challenger tugging lightly at her moorings buoy in Sandy Hook Bay.

Baronet Confident.
"We go to the line full of confidence," said Sir Thomas, "realizing that we have the best boat ever built in England. We may be defeated, but I can scarcely realize it. May the best boat win; but win or lose, it will be a great race."

Sir Thomas' most roscate dream for a smooth sea and a light wind, in order to show Shamrock III at her best, was realized this morning. A purring four-knot wind blew in capfuls from the southwest at 8 o'clock and there was only the gentlest kind of roll to the sea. A rainy night was followed, by a dull, lowering morning with great blankets of mist and fog, which were shut out and fro over the water as the southerly breeze hauled in to the westward and the day crept on. The surface of the sea showed only the slightest traces of the breeze and here and there long streaks of "soft spots" could be seen.

The red-hulled Sandy Hook light vessel rolled in doldrums, while the oak-wooded men on the yard arms of coastwise sailing ships whistled themselves blue in the face for wind. The race for the America's Cup means more than a highly exciting contest, with the prize an

old silver trophy. It means the development of the highest type of sailing boats, and though the racers themselves find early demolition in a junk pile, the model lives and is adopted by yacht builders. The deep sea fishermen of Gloucester have today the latest design for their fishing boats in order to make quick runs to port when a storm threatens. The successful cup yacht furnishes them the model for their boats.

Reliance is the apotheosis of American yacht design. She is the development of fifty years of cup racing and months of thought and days of hard endeavor, by her designer, Nat Herreshoff. Blow aloft or aloft, gales or in fickle breezes, she is a fast and consistent craft, and in her races with Columbia and Constitution, she has never been led across the finish line. C. Oliver Iselin, her managing owner and Charley Barr, her skipper, say she will win, and no one can know her better than they who have sailed her.

Reliance is typically a scowboat. The America, which won the cup off Cowes on August 22, 1851, when there was "No second, your majesty," had a thin wedge-shaped, vertical bow. Long strides were made, and in 1892 Herreshoff designed the Gloriana, which had a "spoon-shaped bow" and vertical lines. Gloriana was a great success and the thin, vertical bow was seen no more. Columbia, twice defender of the America's Cup, was the highest development of the spoon bow.

An increase in beam finds the spoon bow developed in the flat scow bow of Reliance. Sail area has also increased, and to such an extent that the mainsail of Reliance would furnish enough cloth to fully equip the Puritan, the defender of 1885, with a full set of sails. The tape shows a height of 195 feet from the deck to the peak of Reliance's biggest jacksprit. With spinnaker set, over 20,000 square feet of canvas is flying in the wind. Out of the club topsail of Shamrock III, Designer Pite says, could be made a tent to shelter 200 men.

Millionaires' Sport.

Cup racing is the sport of millionaires, and as the two racers made ready for today's contest they represented an aggregate expenditure, with all attendant costs, of over \$1,000,000. The syndicate which built the Defender has already expended \$500,000. Sir Thomas Lipton has spent even more. Counting the racers down to the gigs, he has a fleet of thirty-two boats in Sandy Hook Bay, each playing a part in the attempt to capture the Cup. A suit of sails for one of these racing machines costs \$15,000, and both yachts have half a dozen full suits, besides numerous extra sails. Crews must be paid, fed, and clothed, and a hundred and one items of big figures creep into the bills of the yachtmen who are in the Cup-hunting game. Three elements enter into today's contest, the sloops, the skippers, and the weather.

Barr at the Helm.

The wheel of the Reliance will be in the hands of Charles Barr, a Scotchman, who has adopted America as his home. Capt. Bob Wringe will be at the wheel of Shamrock III. It is sufficient to say that they are two of the craftiest sailing skippers in the world and there is little to choose between them. Charley Barr is given the credit of saving the Cup in the contest two years ago by his admirable sailing of Columbia against Shamrock II. The element of weather brings with it the ever present feature of all sporting contests, luck. The best boat does not always win all the races, but she will capture the majority of them.

The boatswain whistle on the racing tenders did not find a sleepy tar this morning, and the crews, eager for a contest, went to their work with a run that augured well for snappy work. In whaleboats they were taken to the sloops and staysails and jibs were brought on deck and sent up on the stays in stops. Colors were made in both yachts at 8 o'clock. The canvas covers were taken off the mainsails and there was a merry little contest to see which crew could hoist the big cloth first, the Englishmen coming out first.

Orders Fly Fast.

Captains Barr and Wringe directed the sailmaking, and they seemed to be all over their charges at once, giving orders here and there in their characteristic snappy way. Reliance kited her largest club topsail, and it stood up above the mainsail, the wonder of all who saw it for the first time, because of its size. Sir Thomas went aboard Shamrock III shortly after 8 o'clock, and noted the progress of sailmaking. He was highly elated this morning over the additional time allowance given him yesterday, when it was discovered that by changing the position of the throat halliard block on the Shamrock the racing lengths of the challenger would be reduced.

The change was effected, and a new measurement taken, and Shamrock's time allowance was found to be one minute and fifty-seven seconds, instead of one minute and forty-five seconds.

C. Oliver Iselin, managing owner of Reliance, went aboard the defender from the tender Sunbeam shortly before 9 o'clock, and made a minute inspection of all that had been done.

Starts for Line.

A few minutes before 9 o'clock Captain Barr informed Mr. Iselin that sail was made, and the tug Guiding Star was hauled. A tow-line was passed to the defender, and dropping her mooring buoy she was quickly under tow for the starting line.

Shamrock III took a tow tug from the Cruiser, and was towed to the starting line. The wind had been hauling slowly during the morning and at 9:30 came in intermittent puffs from the west. The old barnacle, who usually makes his appearance on shore during the Cup races and comments to eager listeners about the weather, predicted that by afternoon the wind would be strong from the northwest.

Reliance was first to reach the starting line. As she passed Sandy Hook Lightship Captain Barr gave orders to drop the tow and Mate Miller, who had charge of the head sails on the defender, ordered jib and staysails to be broken out. Reliance stood on a short board to the southeast, but she made slow work of it, because of the light

airs and rolling sea, which pounded her flat boat not a little.

Shamrock dropped her tow before reaching the lightship, and she, also, quickly broke out her head sails and began to lazily beat about in the light breeze.

A Dead Calm.

The wind was almost dead flat, and the regatta committee on the tug Navigator stood by the lightship awaiting a breeze. The excursion fleet began to gather in numbers about the starting line, sending up great volumes of smoke from their pipes. It was, indeed, a Lipton weather, and it seemed as though the usual postponement flag would have to be flown unless the wind picked up.

The excursion fleet as in former years worked out in procession down the Narrows, the big steamers rolling from side to side with their decks black with people.

Preceding them came the fleet of revenue cutters, which were to act as police boats of the course. The fleet is in command of Captain Walker of the revenue cutter Gresham.

All New York Afloat.

The largest crowd that has ever witnessed an international yacht race is afloat in vessels of every description.

The scene along the docks in the early morning hours was one that will remain long in the memories of those fortunate enough to witness it. Every cross street leading to the water front was filled with pedestrians, garbed in every conceivable article of clothing. Short, stout men with large barred mackintoshes, topped with long peaked yachtsmen caps, rubbed elbows with tall, lank individuals, whose clothing accentuated their leanness.

Mixed in the crowd were hundreds of fashionably dressed women, whose ardor not even threatening skies could daunt. Withal it was an intensely patriotic crowd. There was none but admired Sir Thomas Lipton and personally wished him well, yet in every heart the wish was predominant, may Reliance win.

One Thousand Rooters.

The New York Yacht Club's steamer Monmouth left her dock in the North River at 9:15. On board were 1,000 enthusiastic rooters for the cup defender. She was followed by vessels of every description, from the small launch to the big ocean-going excursion steamer, all loaded to their capacity with a happy conglomeration of humanity, happy with tin horns, giant rattles, megaphones and apparatus warranted to make a noise.

The experienced yachtman and the novice were side by side, the former chiefly noticeable by his silence, while the inexperienced friend took every opportunity to make use of the nautical terms he had culled from the newspapers during the past few days. What did it matter to him—or her—that they did not know their meaning? They had reference to nautical matters, and that was all that was cared for.

HOTELS ARE CROWDED WITH ENTHUSIASTS

New York Proprietors Doing Land Office Business.

NEW YORK, Aug. 20.—Betting on the races has been light. Fred Brooks placed \$8,000 on Shamrock against \$15,000 on Reliance. He also has \$10,000 which he wants to place at odds of two and a half to one, but so far has had no takers.

Harris, Gates & Co., for a client, bet \$250 against \$500 on Shamrock. Arthur Harman, who won the Canada's Cup this year, wants to bet \$1,000 even that Shamrock will not win a single race.

Last night and today late arrivals have had to travel from hotel to hotel for a room. The Waldorf-Astoria has the largest register in its history.

More than 600 persons from every part of the United States are here, among them society people from Newport, army officers and diplomats from Washington, and many Europeans. One family came from Japan, and had hurried across 5,000 miles of water and 5,000 miles of land to be in time for the starting gun.

The Holland, the Hoffman, the Fifth Avenue, the Marlborough, the Navarre, and all the prominent hotels, are taxed to their utmost, while on the street corners are crowds who never seem to tire talking yachts.

Crowds began to gather early about the newspaper bulletin boards. Those who were not fortunate enough to actually witness the races, did the next best thing and took up positions where they could keep in touch with the latest news. It was a happy crowd and hopeful for the best, but prepared to cheer for the worst.

INCREASED ALLOWANCE ALSO INCREASES HOPE

LONDON, Aug. 20.—The remeasurement of the two yachts, which are trying each other's mettle off Sandy Hook, and the consequent increasing of the time allowance given Shamrock III has raised British hopes sky high. Where before there was an underlying hope that the British yacht might show her heels to the American defender, there is now a well-defined feeling of confidence.

Everybody is discussing the races as though they were more than half won by the British boat.

OFFICERS' CLUBHOUSE ROBBED.

A dispatch from Brooklyn states that thieves entered the officers' clubhouse at the Brooklyn Navy Yard and stole nearly all the valuable silverware belonging to the club. A large silver punchbowl was among the pieces taken.

\$1.00 to Harper's Ferry and Martinsburg and \$2.00 to Cumberland and Return

From Baltimore and Ohio Railroad station 8:05 a. m. Sunday, August 23. Returning, leave Cumberland 8, Martinsburg 8, and Harper's Ferry 8:40 p. m. same day.

NEW CANAL MEASURE READY FOR CONGRESS

Dispatches Indicate That Colombian President May Negotiate Treaty Under Certain Conditions.

WILL BE SPECIFIED BY THE SENATE AND HOUSE

It Is Not Believed That Such Measure Would Require Further Action on Part of Colombia.

Dr. Herran, the Colombian chargé d'affaires, has received dispatches from Bogota announcing the appointment, by the Colombian senate, of a committee of three which is to act with a similar committee from the house in preparing a measure which will make possible the ratification of a canal treaty with the United States by the executive of Colombia. This enabling act is to be passed by the two houses of congress, and will outline the terms and conditions on which the treaty is to be based.

Dispatches from New York indicate that William Nelson Cromwell, attorney for the Panama Canal Company, has had advice from Colombia similar to those received by Dr. Herran. Both Dr. Herran and Mr. Cromwell were unwilling to believe the refusal of the Colombian senate to ratify the treaty a final action and are delighted at learning that the so-called rejection was only a step toward the preparation of a measure which will meet with more general approval.

Confirmed by Press Reports.

Dr. Herran's dispatches concerning the joint committee bear the date of August 13. Mr. Cromwell's dispatches are dated August 14. Since then press dispatches have been received from Bogota, which state that a bill is ready which authorizes the government to make a new canal treaty with the United States and provides for the modification of the national constitution. This dispatch is supposed to indicate that the joint committee has prepared a measure and has it ready for submission to the congress.

The chief cause of the rejection of the original treaty is said to have been the contention that it granted the United States sovereignty over the canal strip and was in violation of the Colombian constitution. None of Dr. Herran's advisers indicated trouble over the question of compensation. The chief duty of the joint committee is supposed to have been the preparation of a measure which would make it possible to overcome the alleged constitutional objections to the treaty.

Corea Gives Interview.

Dr. Corea, the Nicaraguan minister to the United States, who is in Paris on a vacation trip, was interviewed there on the canal situation. He refused to discuss Colombia's action, but spoke as follows concerning the attitude of Nicaragua toward the reopening of negotiations with the United States for the building of a canal on the Nicaraguan route:

"I am not authorized by my government to take any action on the subject. My instructions are to remain entirely inactive. Nicaragua occupies the dignified position of not wishing to thrust her route upon the consideration of the United States."

"We believe our route to be superior from every point of view. It should be fully understood that the last two isthmian canal commissions pronounced the Nicaragua route to be superior, the only reason for a conclusion favorable to Panama being the difference of about \$5,000,000 in the item of cost."

Nicaragua Reserved.

"My government desires me to refrain from taking any step which might possibly be construed as seeking to embarrass the Panama negotiations or as threatening forward the Nicaragua route. If any initiative is taken toward renewing the negotiations of the Nicaragua route it will have to come from the United States, as Nicaragua will continue to occupy her position of dignified reserve."

Asked whether, if the United States desired to reopen negotiations, Nicaragua would demand new terms and conditions beyond those contained in the Hay-Corea protocol, Dr. Corea replied: "I am unable to say, as minister, what terms or conditions will be, but, speaking in my private capacity, I am sure Nicaragua will approach any new negotiations in a spirit of complete frankness and fairness. She has always considered the great enterprise as one in which the commerce of the whole world is concerned, and has never viewed the subject from a restricted, personal standpoint, but rather as an undertaking of international magnitude."

It is implied that the terms of the Hay-Corea protocol will continue to operate in the case of new negotiations.

Costa Rica Silent.

Senor Calvo, the Costa Rican minister, called on Mr. Ade at the State Department this morning. As Costa Rica is one of the powers which the United States must negotiate with in case the Nicaragua route is chosen for the isthmian canal, his call at the State Department was significant at this time.

The Costa Rican minister refused to state whether he called on Mr. Ade to discuss the canal situation, and said that while negotiations with Colombia are still pending he is not at liberty to talk of the canal treaty.

YOUNG SOUTH CAROLINIAN TO BE SENT HOME AGAIN

Policeman White last evening found a young boy wandering around the streets without money or any place to go, and, as he frankly admitted, hungry. He confessed to the policeman that he had run away from his home at 39 Cooper Street, Charleston, S. C. The boy was sent to the House of Detention and Captain Boardman communicated with the parents. The reply was that they were not financially able to send for him. Agent Douglas, of the Board of Children's Guardians, will arrange to send the runaway home.



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Broken lots of Men's Mercerized Half Hose, in Tan, Red, and Green; open-work and plain; worth 25c a pair.
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Lot of Men's Japonette Handkerchiefs, with fancy borders and centers; worth 25c.
10c

Men's Underwear
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Broken sizes of Men's Madras Negliges; Shirts; attached and separate cuffs; worth up to \$1.25.
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